

casions for the past 20 years, so that he himself is quite a veteran. Division Supt. Hilliker was also there, accompanied by Asst. Supt. H. J. Bothard and Special Agent Bent, who had summons from Dillon, Mont., to go along. Lt. Loun, traveling passenger agent, was in charge of the special, while the conductor was W. L. Thompson and the engineers, Messrs. Vance and Hapnerley. Lorenzo N. Stohl, Bishop of the Third ward, Brigham City, accompanied the train from Salt Lake.

## WELCOMED AT BRIGHAM.

On arrival at Brigham City the train was met by the Brigham City Military band and about half the carriages in town, there being something like 125 rigs placed at the disposal of the visitors. Some of them had been different ones. It was the Tabernacle trip, at which point the old folks rested and luncheon was served while dinner was being prepared in the grove of the Central schoolhouse across the street. In front of the Tabernacle was a large banner bearing the motto "God bless America," while little girls dressed in white presented roses to each of the veterans.

After luncheon there was a program in the Tabernacle, of which by unanimous consent, C. R. Savage was chosen master of ceremonies.

## HIGHS ON HAND EASY.

Through some misunderstanding the rigs were in waiting here from 9:30, although the train did not arrive until nearly two hours later. However, all the drivers were good natured and spared no pains to make the veterans feel at home. The Tabernacle square was reserved exclusively for those over 50, and here they rested while the band played stirring selections.

## WHAT THIS VETERANS ATE.

Dinner was scheduled for 1 o'clock in the Tabernacle parlor, where there were seven rows of tables, covering something like an acre of ground. All the food was furnished by Brigham City, with the exception of the chuckens, provided by the stakes \$20 worth of hams from Salt Lake and \$40 worth of bread. To feed the hungry the following ham was provided: two boxes of bread, 30 cans of cherries, 70 cups of strawberries, 20 bushes of peas; 15 bushes of potatoes; 250 chickens; one barrel of pickles; three sacks of sugar, and an assortment of meats, etc., weighing perhaps 500 pounds.

Four hundred people sat down to eat, and the number in which the tables disappeared was indeed a caution. Of the number 200 were residents of Brigham City. Each ward furnished 20 of its best looking girls as waiters, and right well did they discharge the duty. The meal required all the dishes in town, and in addition to the list above, there were cold pies and cake were served, making up a dinner both palatable and substantial. This part of the program was in charge of the war's Relief societies and under the direction of the state presidency and amusement committee, the latter consisting of Messrs. Norman and F. Frank Bancroft. The Salt Lake contingent brought in a dozen easy rocking chairs, donated by local furniture stores, for the aged of Brigham City who were not able to attend.

The tabernacle was beautifully decorated with flags, potted plants, ferns, etc., making a very pleasing picture. The veterans will leave Brigham City at 5:30, reaching Salt Lake about 8 o'clock.

## UTAH'S SOLDIER DEAD.

**Marble Slabs to Mark the Resting Places of the Philippine Heroes.**

The graves of the dead soldiers of the Philippines campaign, which were the first made in the State of Utah had sent to a national war, are soon to be marked with marble slabs instead of the wooden markers which are now at the head of most of them. At the last Decoration day services the neglected condition of most of the graves was taken up by the members of the Legion of the Philippines, and measures were taken to have the condition improved. Capt. E. A. Wedgewood acting for the society has given a sum of \$100 to the fund for the further buying of plots, and after securing data as to the service of the dead soldiers, will forward the list to the war department, and the names which will be engraved on markers for men who served in volunteer or regular regiments, during a period of war. At the last session of the Legislature a bill was introduced to erect a monument in the plot, but it failed for lack of funds. It will, however, probably be taken up at the next session of the Legislature.

## A SPOUTER SURELY.

**Big Fire Engine Throws Water Like a Yellowstone Geyser.**

Another interesting test of the new Metropolitan fire engine, "R. P. Morris," was given at Liberty park today, when the engine was used to pump water from the small lake at the park and hurl three streams a great distance. The water was the burning of the dead and injured, of London, England, had ignited flames and smoke. His tongue was swollen and his lungs were sore so severely that he died later. He was brought to Cleveland on the relief train. His arms and head were burned so badly that he was hardly recognizable.

## SCENE OF ACCIDENT.

Mentor, the scene of the wreck, is the home of the widow of the late President Garfield.

Conductor Alexander Hammond of the limited told his experience.

"I rushed back to the switch immediately after the wreck. It was open and locked open. I tried it and found that it would not open. The switch was out. I went to the head of the train to see if any person could be guilty of such a fearful act but we are forced to this opinion by the evidence.

"Train No. 16, which left here yesterday morning at 10:30 passed this section less than an hour ahead of the Twentieth Century Limited. The time to account fully for the accident. However, from the best information that we have been able to secure we are both of the opinion that the disaster must have resulted from some one tampering with the switch. The evidence seems to point to a deliberate, malicious attempt to derail the train. We are forced to hold that any person could be guilty of such a fearful act but we are forced to this opinion by the evidence.

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"When asked if the accident which had befallen the train would lead to the cancellation of the Twentieth Century Limited, Mr. Daly denied that any such result would follow. We do not believe that the rate of speed is a factor to be considered in the disaster of last night. If we were to think the speed responsible for the accident, and should have to consider all possibility of such catastrophes, we would have to reduce the running time of trains to 15 or 20 miles an hour. The crime is alleged to have been committed on Aug. 7, 1903. The woman in the case is Martha Lake.

Stephen Leathem was arraigned upon the charge of burglary and was given until Thursday, June 23, to plead. He is charged with burglarizing a store at Third West and Fourteenth South streets on the night of April 11, 1905.

Thomas Welch was arraigned on the charge of robbery and was given until June 23 to plead. The crime is alleged to have been committed on Aug. 7, 1903. The woman in the case is Martha Lake.

BOUNTY FRAUDS CASE.

James H. Gibson of Chicago, a passenger on the train, died at a Cleveland hospital early today from his injuries. Gibson was conscious up to a few days ago, but his papers as a chauffeur and ticket writer, the speed of his driving, and the fact that he was not an expert driver.

Several other automobiles are about to appear on the streets. One is a big one, for a touring car, which will be used in the city for a few days, and will then probably be permanently used on the Murray-Bingham automobile show. The show is in operation with touring cars. They are also on the list of sales of this week.

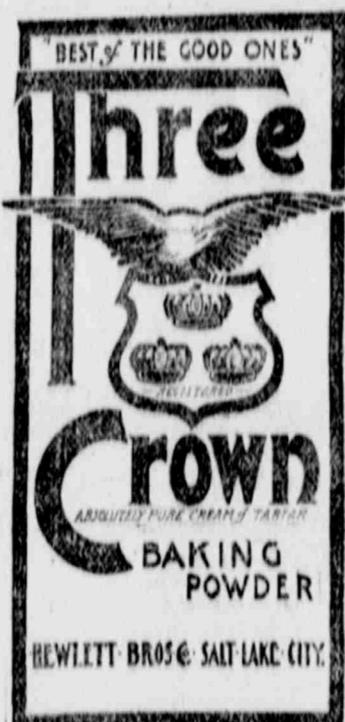
## TO CHOIR LEADERS.

**Are Asked to Meet Prof. Stephens on Sunday Afternoon.**

The choir leaders of all the city wards are invited to meet Prof. Stephens at the close of the meeting next Sunday afternoon at the Tabernacle. The meeting is to devise plans, and select pieces to rehearse for a grand joint concert to be given early in the fall.

There will be a meeting to bring into closer touch the labor of the choir and the Tabernacle choir and to raise means to supply the former with new anthems for the winter season. The stake choir leaders will be present.

The choir members will carry out the request of the First Pres., that the choir in the city work as closely in harmony with the Tabernacle choir as possible.



## TWENTIETH CENTURY LIMITED WRECKED.

Continued from page one.

I'm dying. I'm terribly scalded and I won't live. I know that. So I want you to take this message to my wife.

My wife was white as chalk when she heard that the man was white as chalk in his ear. Doctors, nurses and bystanders unconsciously turned away for a moment, while the last tender words were uttered.

After that Mr. Wellman rallied and told her that his friend and partner, Thomas H. Morgan, who was with him on the train, was still alive. He was told that Morgan still lived.

"Thank God for that," he murmured. "Oh, I hope Tom will live."

Soon after that the injured were placed aboard the relief train and hurried to Cleveland, Mr. Wellman among the rest.

While there is no reason known why anyone should tamper with the switch the officials do not believe the accident would have taken place with the switch properly set and in position.

**FIREFMAN GORHAM'S STORY.**

Cleveland, Ohio, June 22.—The wreckage train was making nearly 70 miles an hour when the accident occurred, according to the fireman, Aaron Gorham, of Newark, Ohio, who was badly bruised but otherwise unharmed. He informed the examiner that he and Frank Bancroft, the Salt Lake contingent brought in a dozen easy rocking chairs, donated by local furniture stores, for the aged of Brigham City who were not able to attend.

The tabernacle was beautifully decorated with flags, potted plants, ferns, etc., making a very pleasing picture.

The veterans will leave Brigham City at 5:30, reaching Salt Lake about 8 o'clock.

**PRIEST NEWMAN'S COMMENT.**

New York, June 22.—President Newman of the New York Central does not regard as sufficient a rate of speed which may be maintained by the hour Twentieth Century Limited, and he does not believe that last night's accident was due in any sense to that cause. He said today, however, that the future of the new train would rest entirely upon the investigation which is now in progress.

"We were traveling like the wind," said Gorham. "I kept the engine ten feet off the track so quickly that I was set and locked for the side track and lightning struck."

"The switch is not damaged and worked perfectly after the accident. The contact car which was damaged by the engine, was burned. No other car in No. 26's train turned over."

"Every possible effort is being made to locate the party who misplaced the switch."

"No. 26 was on time and as a matter of fact was running at a slower speed than No. 10 when she passed through Mentor, as No. 10 was late.

"The result would have been the same had any other of our through trains encountered this open switch."

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